

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB22D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Springfield Township CODE# 061- 74121

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 23 / 99

CONTACT: John B. Musselman PHONE # (513) 522 - 4004

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 521-3704 E-MAIL MusselmanJ@springfieldtwp.org

PROJECT NAME: Covered Bridge Road Improvement

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 547,200
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 684,000 FUNDING REQUESTED: \$ 547,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ 547,000.00 RATE: 0 % TERM: 20 yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ . 00

Final Design \$ _____ . 00

Bidding \$ _____ . 00

Construction Phase \$ _____ . 00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 684,000 .00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

\$ _____ .00

(Or Interest Costs for Loan Assistance
Applications Only)

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 684,000 .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>136,800 .00</u>	<u>20</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER _____	\$ <u> .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>136,800 .00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>547,200 .00</u>	<u>80</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>547,200 .00</u>	<u>80</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>684,000 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Covered Bridge Road Improvement

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Covered Bridge Road is located in Section 28, Town 3, Entire Range 1, Springfield Township, Hamilton County. Project commences approximately 700 feet from the intersection of Miles Road (at residence number 1558) and extends 1700 feet to the curb and gutter section of roadway in Covered Bridge Acres Subdivision.

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

Removal of two large sycamore trees, which are immediately adjacent to roadway creating safety hazards to motorists. Removal of these trees will allow for widening of roadway from 11 feet wide (at narrowest point) to a 20 foot standard width (for the length of the project). Widest point in roadway is currently 17 feet. Removal of deteriorating, open, unprotected concrete drainage channel, which is failing in several locations. Replace drainage channel with 1600 lineal feet of Type B storm sewer and standard curb inlets (inlets to be placed on both sides of roadway). Remove and undercut bad sections of pavement. Full depth repairs where necessary. Overlay with new asphalt course. Replacement of approximately 2000 l.f. of 6" watermain (due to flow problems) with approximately 2000 l.f. of 8" watermain. See attached photos.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Existing pavement is failing due to inability of the storm sewer system to adequately handle storm runoff. Pavement edges are crumbling and sloughing off, severe alligator cracking is in evidence throughout project. Existing pavement varies in width from 11 feet to 17 feet, causing it to function as a one-lane road. Several crude pulloffs have been established to allow for opposing traffic to pass. Open roadside drainage ditch is potentially hazardous for motorists and is failing. It is heaving in places, causing it to be higher than pavement in several locations, and settling in places, allowing for the pavement edge to slough off into ditch. See attached photos.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Existing road functions as a one-lane road. The proposed (improved) roadway will provide 2-10 foot lanes and allow free flow of traffic. The existing ADT of approximately 1200 will not increase beyond the road's capacity due to limited developable land that can access this road.

Road or Bridge: Current ADT _____ Year: _____ Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 684,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ N/A .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11 / 01 / 97</u>	<u>11 / 01 / 97</u>
4.2 Bid Advertisement and Award:	<u>06 / 01 / 00</u>	<u>07 / 01 / 00</u>
4.3 Construction:	<u>07 / 01 / 00</u>	<u>11 / 01 / 00</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Gwen McFarlin
TITLE President, Board of Township Trustees
STREET 9150 Winton Road

CITY/ZIP Cincinnati, 45231
PHONE (513) 522 - 1410
FAX (513) 729 - 0818
E-MAIL _____

5.2 CHIEF FINANCIAL

OFFICER Gwen McFarlin
TITLE President, Board of Township Trustees
STREET 9150 Winton Road

CITY/ZIP Cincinnati, 45231
PHONE (513) 522 - 1410
FAX (513) 729 - 0818
E-MAIL _____

5.3 PROJECT MANAGER

TITLE John Musselman
STREET Service Director
8375 Winton Road

CITY/ZIP Cincinnati, 45231
PHONE (513) 522 - 4004
FAX (513) 522 - 3704
E-MAIL _____

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- ☒ [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☐ [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Gwen McFarlin, Chief Financial Officer

Certifying Representative (Type or Print Name and Title)

Gwen McFarlin 9/22/99

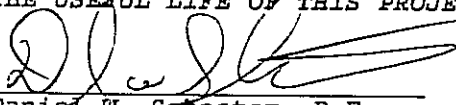
Signature/Date Signed

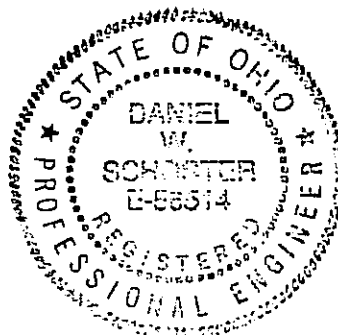
PROJECT: COVERED BRIDGE ROAD RECONSTRUCTION
ENG. EST.: \$684,000.00

ENGINEER'S
ESTIMATE

REF NO	ITEM NO	DESCRIPTION	UNIT	QUANT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	\$ 10,000.00
2	609	CURB AND GUTTER	LF	3450	\$ 41,400.00
3	SPL	DRIVEWAY RECONSTRUCTION	SY	500	\$ 11,000.00
4	614	MAINTAINING TRAFFIC	LS	1	\$ 15,000.00
5	623	CONSTRUCTION LAYOUT	LS	1	\$ 17,000.00
6	659	RESTORATION	SY	5000	\$ 5,000.00
7	638	8" WATERMAIN, D.I.P.	LF	2000	\$300,000.00
8	203	EXCAVATION INCL. EMBANKMENT	CY	4500	\$ 45,000.00
9	301	BITUMINOUS AGGREGATE BASE	CY	430	\$ 32,250.00
10	304	AGGREGATE BASE	CY	640	\$ 25,600.00
11	402	ASPHALT CONCRETE	CY	160	\$ 12,800.00
12	404	ASPHALT CONCRETE	CY	160	\$ 12,800.00
13	603	12" CONDUIT TYPE B	LF	470	\$ 18,800.00
14	603	15" CONDUIT TYPE B	LF	850	\$ 34,000.00
15	603	18" CONDUIT TYPE B	LF	330	\$ 16,500.00
16	604	CATCH BASIN TYPE 2-2B	EA	1	\$ 1,000.00
17	604	CATCH BASIN TYPE 3	EA	2	\$ 4,000.00
18	604	CATCH BASIN TYPE 3A	EA	5	\$ 7,500.00
19	604	CATCH BASIN TYPE 3M	EA	4	\$ 10,000.00
20	604	MANHOLE, TYPE 3	EA	1	\$ 2,000.00
SUBTOTAL					\$621,650.00
MISCELLANEOUS (5%)					\$ 31,000.00
CONTINGENCIES (5%)					\$ 31,000.00
TOTAL CONSTRUCTION COST					\$683,650.00
ESTIMATE					\$684,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


Daniel W. Schoster, P.E.



Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Administrator
Michael T. Hinnenkamp



SPRINGFIELD TOWNSHIP
HAMILTON COUNTY, OHIO
Founded 1795

9150 WINTON ROAD • CINCINNATI, OHIO 45231
Phone 522-1410 • Fax 729-0818

Police Chief
David J. Heimpold

Recreation
Melanie McNulty

Service
John B. Musselman

Zoning Inspector
Thomas R. Graham

Fire Chief
Robert Leininger

September 22, 1999

STATUS OF FUNDS REPORT

PROJECT: Covered Bridge Road Reconstruction Project

This is to certify that the sum of \$136,800.00 is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Financial Officer:

A handwritten signature in cursive script, appearing to read "Gwen McFarlin", written over a horizontal line.
Gwen McFarlin, President
Board of Township Trustees

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Administrator
Michael T. Hinnenkamp



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September 22, 1999

District II Integrating Committee:

Gentlemen:

Attached is a copy of the Official Minutes of the Board of Trustees of Springfield Township wherein a Motion was made, seconded and passed unanimously naming Gwen McFarlin to serve as Chief Financial Officer to represent the Trustees in making application for funds under the State Capital Improvements Program (SCIP). Although this designation was not made by Resolution, it was an official action of the Board of Trustees taken during a duly advertised public meeting on December 31, 1998.

If you have any questions, or require further information, please contact this office.

Sincerely,

John Waksmundski, Clerk

JW:psd

RECORD OF PROCEEDINGS

0047

Minutes of

ORGANIZATIONAL

Meeting

NATION LEGAL PLATIN CO. FORM NO. 1014B

Held

December 31,

19 98

RESOLUTION NUMBER 2-1999: ADOPTING SALARY METHOD OF COMPENSATION FOR TRUSTEES AND CLERK

WHEREAS, the Board of Trustees of Springfield Township finds it advisable to continue the method of payment of Trustees' and Clerk's compensation as the Annual Salary method with the rate for Trustees Bryan and Honerlaw set at \$10,400 per year and Trustee McFarlin set at \$8,800 per year and that of the Clerk at \$15,000. NOW THEREFORE BE IT

RESOLVED, that the Annual Salary method be adopted and payment be made in equal monthly installments with any necessary adjustments for the year being made in the December payment.

The Resolution was seconded by Mr. Honerlaw and roll call showed

Mr. Bryan, aye

Mr. Honerlaw, aye

Ms. McFarlin, aye

Mr. Bryan asked if the provisions of ORC 505.24 regarding percentage increases in Trustees' salaries through 2001 would affect the amounts paid to Board members. Mrs. Basham stated that no increase in salary is permitted during an elected term. This provision would apply only in the event a new Trustee were to be appointed to fill an unexpired term of a current member or when the next election is held. She will research the question further at Mr. Bryan's request. In any case, the salary will be paid utilizing the annual salary method of payment.

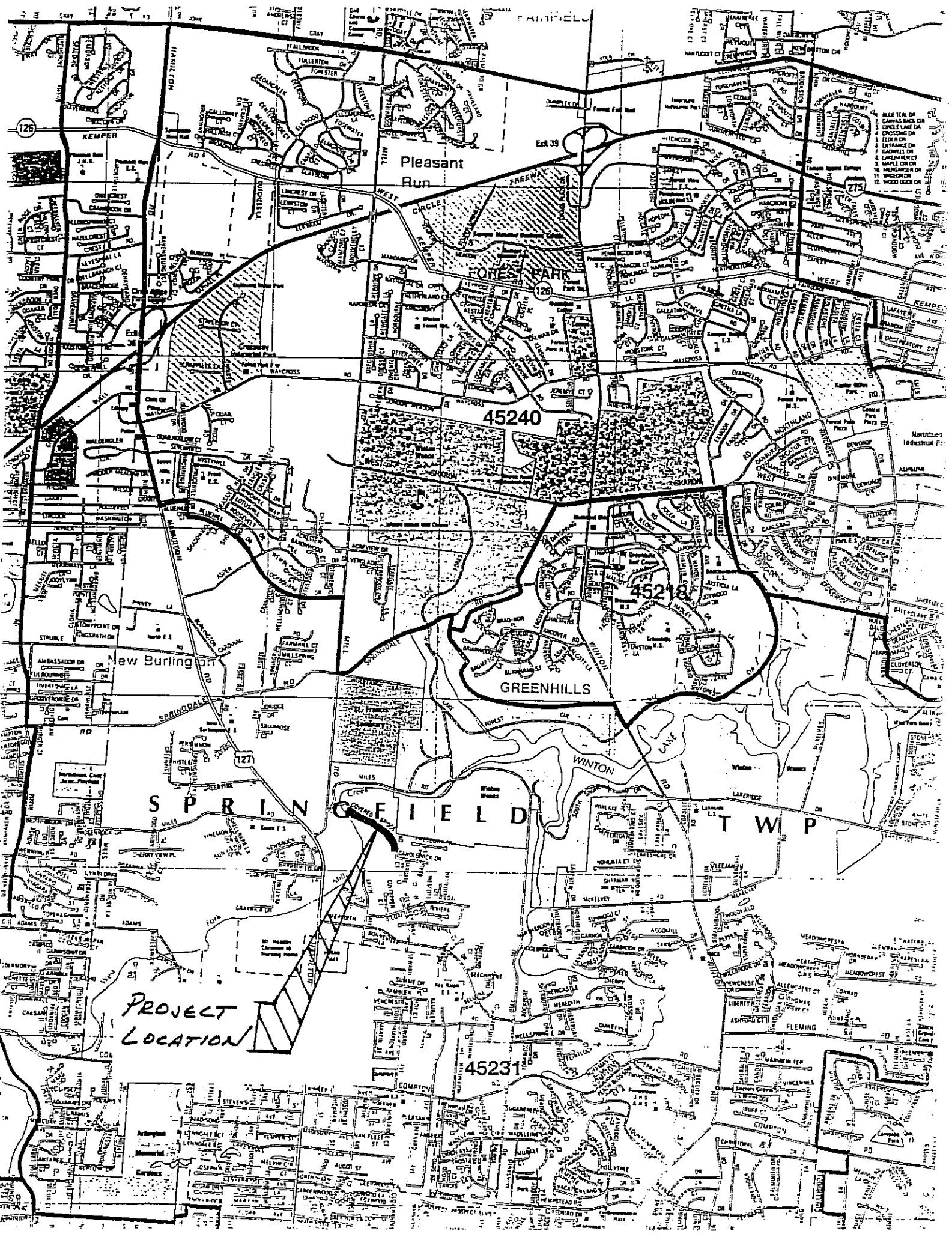
Mr. Bryan made a Motion to name Gwen McFarlin to act as the Board's Finance Officer for the purpose of signing SCIP documents. Mr. Honerlaw seconded and the Motion carried.

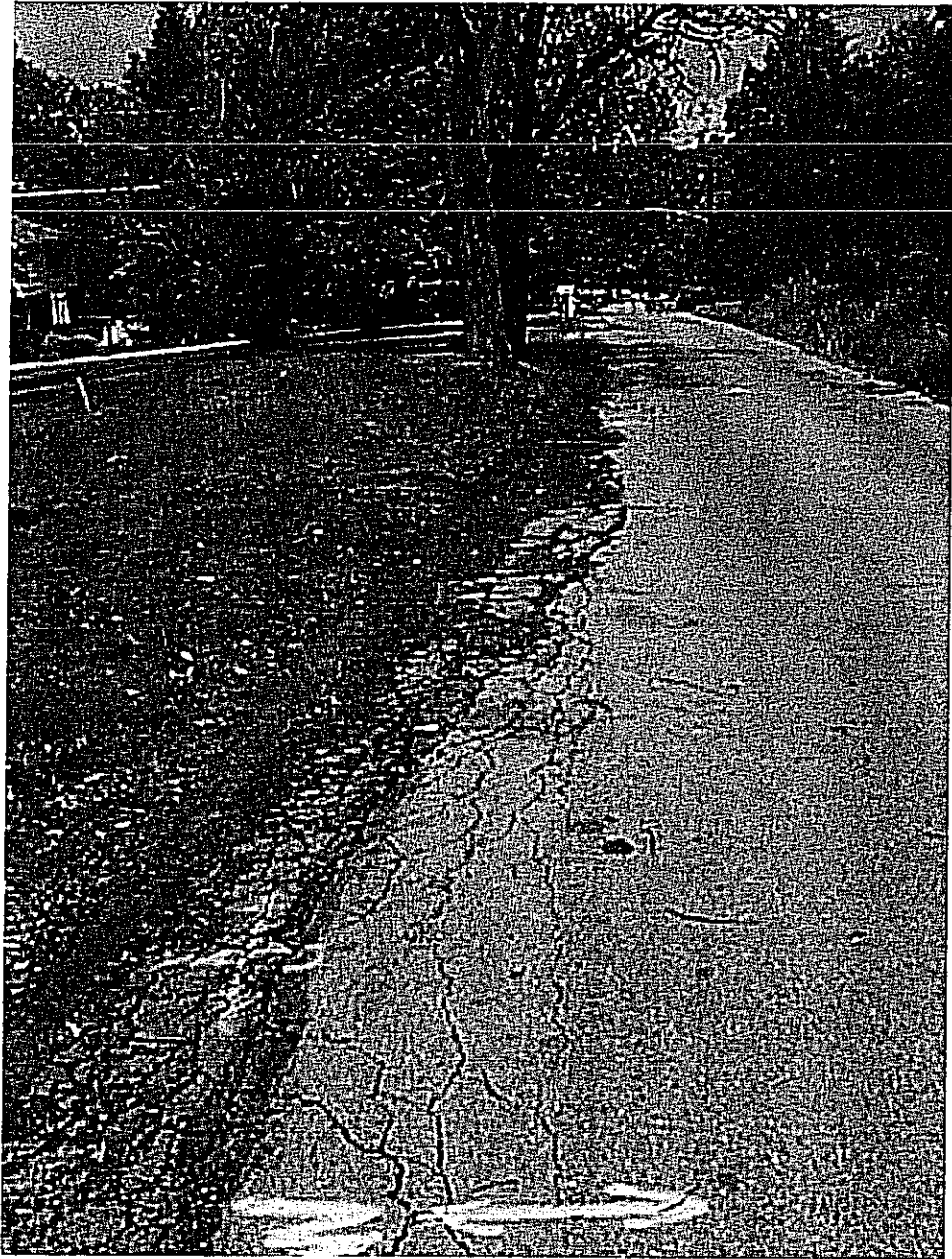
Mr. Bryan made a Motion to name Gwen McFarlin to act as the Board's Chief Executive Officer for the purpose of signing grant documents. Mr. Honerlaw seconded and the Motion carried.

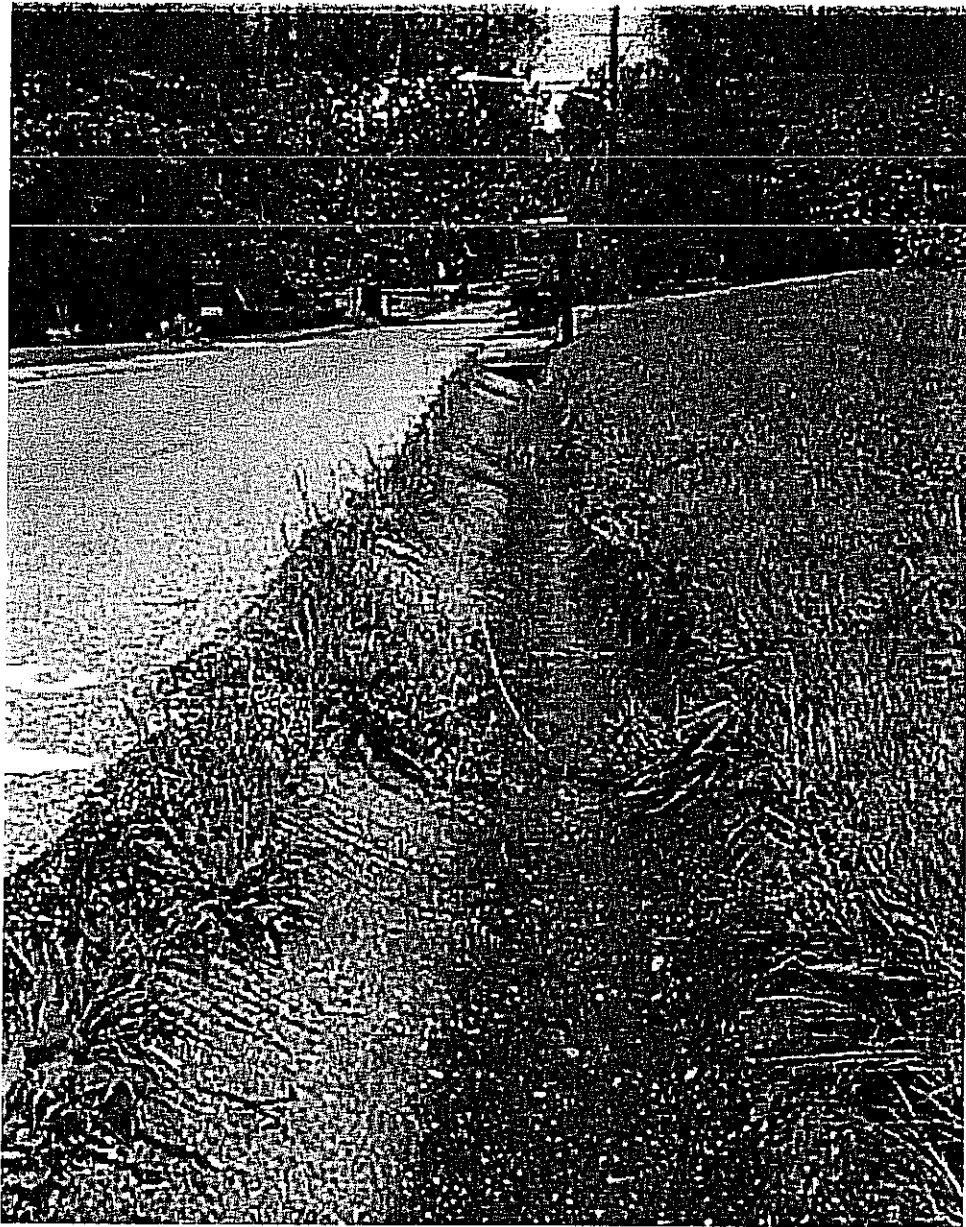
Mr. Honerlaw moved to authorize the Clerk to invest in Certificates of Deposit when funds are available. Mr. Bryan seconded and the Motion carried.

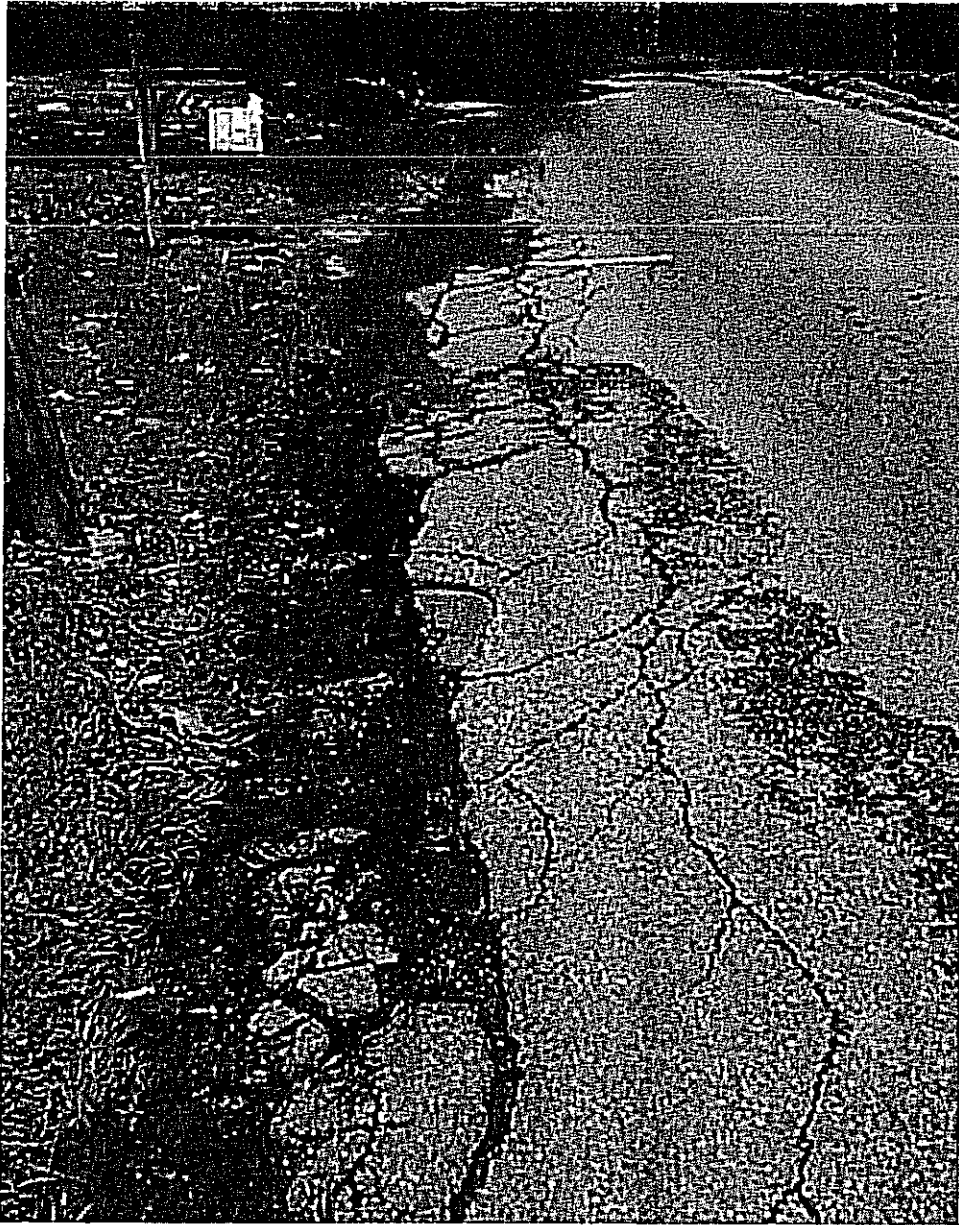
Mr. Honerlaw made a Motion to authorize the Clerk to reimburse Trustees, Administrator and Clerk for membership dues to the Ohio Township Association. Mr. Bryan seconded and the Motion carried.

Mr. Hinnenkamp reminded the Board that Janet Basham will retire on January 29, 1999 from her











Attachment #1

Existing pavement is severely cracked, with crumbling edges, throughout the project area. The lack of road profile, and an inadequate, inefficient drainage system contribute to the deterioration of the pavement. Roadway is of substandard width (11-17 feet), creating potential hazards for opposing traffic. Roadway is functioning as a one-lane road with crude pull offs established to allow opposing traffic to pass. Existing, unprotected, open drainage channel adds to existing hazard of narrow pavement. Lack of proper road profile, combined with lack of curbing on side of road opposite drainage channel, is allowing constant erosion of soil. Drainage channel capacity is reduced at each driveway and open nature of channel allows for it to become a catch-all for debris and leaves. Existing infrastructure is 30+ years old. This section of Covered Bridge Road is experiencing water flow problems due to an undersized main (currently 6", will be replaced with 8").

Attachment #2

Existing road functions as one lane road, creating potential hazards for all motorists, including emergency vehicles and school buses. Upgraded roadway (to 20 ft standard width) will allow sufficient room for opposing vehicles to safely pass. Removal of existing open drainage channel and replacement with enclosed system with standard catch basins will allow for proper run off of storm water. Enclosed system will eliminate potential hazard of unprotected, open drainage channel along pavement edge (See attached support document from Springfield Township Fire Department). Upgrading existing water main from current 6" main to 8" main will increase water flow.

Attachment # 3

The proposed project will alleviate several serious traffic problems and hazards. Piping the existing open drainage channel and paving the area over the pipe will allow us to gain several feet of pavement, allowing enough road width to allow vehicles to pass at any point on the road. Currently, opposing vehicles have to pull over into several impromptu pull off areas that were created over time by vehicles pulling up into the grass in order to make room. The fact that there is no curbing on this side made this possible, but it also leads to erosion of the soil when ever it rains.

The open drainage channel is a hazard to motorists at all times of the year, but particularly in winter when the ditch fills with snow and becomes "invisible" because you can no longer see the edges of the channel. While many roads have open drainage channels, they typically have several feet of berm between the pavement and drainage channel. This drainage channel is at the very edge of an already narrow roadway, allowing for no protection to motorists who drive exceedingly close to this edge.

This project includes straightening the south side of the pavement. This will include removal of a very large tree that is growing roads edge, at the narrowest portion of the roadway (11 feet). Removing this choke point and straightening this side will remove the hazard of the tree being too close to the road and give enough pavement width to allow two opposing vehicles to safely pass at this point.

In its current configuration, this roadway is unsafe for all motorists, school buses, emergency vehicles, and service vehicles. This project will eliminate all of the current unsafe conditions.

SPECIAL NOTE

We respectfully request that each member of the Support Staff look at each of the pictures included with the application as well as the video tape that was also enclosed. Thank you.

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Administrator
Michael T. Hinnenkamp



SPRINGFIELD TOWNSHIP

HAMILTON COUNTY, OHIO

Founded 1795

FIRE DEPARTMENT

8375 WINTON ROAD • CINCINNATI, OHIO 45231

Phone (513) 521-7578 • Fax (513) 521-3371

Police Chief
David J. Heimpold

Recreation
Melanie McNulty

Service
John B. Musselman

Zoning Inspector
Thomas R. Graham

Fire Chief
Robert Leininger

Date: September 25, 1998

To: John Musselman

From: Chief Robert Leininger

Subject: Covered Bridge Road

I am concerned about the condition of the road and drain channels on Cover Bridge Road. The road is extremely narrow. In fact, the road narrows to eleven feet.

The depth of the open drain channels on each side of the road make it extremely hazardous during ice and snow conditions especially for emergency vehicles. A fire truck or ambulance could be halted if a tire is dropped into the open drain channel. This has almost happened on several occasions. The open drain channels need to be replaced with a closed drain system.

I hope this information can be used to help you prioritize your road projects. In my opinion, widening Covered Bridge Road and enclosing the drain channels should be high on the priority list.

If you have any questions, please contact me.

A handwritten signature in cursive script, reading "Robert Leininger". The signature is written in dark ink and is positioned at the bottom left of the page.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See Attachment No. 1

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 1 weeks/ Month (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 0 Of these, how many are Takes _____,
Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 1 weeks/ Months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See Attachment No. 2

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local X 20 %

MRF _____ % OWDA _____ % CDBG _____ %

Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. **THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.**

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = _____ X 1.20 = _____ users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This roadway serves as the only access to the Covered Bridge Acres Subdivision

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

See Attachment No. 3

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

No Impact

12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

None

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: Springfield Township

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Covered Bridge Road Improvement</u>
2	<u></u>
3	<u></u>
4	<u></u>

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: Springfield

NAME OF PROJECT: Covered Bridge Rd

SCIP

LTIP

FIELD SCORE: 309

FIELD SCORE: 146

APPEAL SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*SAME AS
LAST YEAR*

SCIP 20 X 5 = 100

LTIP 20 X 1 = 20

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? *APPLICATION DEMONSTRATED THAT IMPROVEMENT WOULD PROMOTE SAFER CONDITIONS & DANGER/RISK OF LIABILITY & INJURY.*

- 25 - Highly significant importance *(NO ACCIDENT DATA PROVIDED, WHICH MIGHT HAVE RESULTED IN 20 OR 25 POINTS)*
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP 15 X 1 = 15

LTIP 15 X 4 = 60

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

*NOTHING
CITED*

SCIP 10 X 1 = 10

LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
 Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

SCIP 25 X 3 = 75

LTIP 25 X 1 = 25

- 5) Will the completed project generate user fees or assessments?
 10 - No
 0 - Yes
- SCIP 10 X 5 = 50
 LTIP 10 X 0 = 0

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
 10 – The project will directly secure significant new employers
 7 – The project will directly secure new employers
 5 – The project will secure new employers
 3 – The project will permit more development
 0 – The project will not impact development
- SCIP 0 X 0 = 0
 LTIP 0 X 4 = 0

- 7) Matching Funds - LOCAL
 10 - This project is a loan or credit enhancement
 10 – 50% or higher
 8 – 40% to 49.99%
 6 – 30% to 39.99%
 4 – 20% to 29.99%
 2 – 10% to 19.99%
 0 – Less than 10%
- SCIP 4 X 5 = 20
 LTIP 4 X 1 = 4

- 8) Matching Funds - OTHER
 10 – 50% or higher
 8 – 40% to 49.99%
 6 – 30% to 39.99%
 4 – 20% to 29.99%
 2 – 10% to 19.99%
 1 – 1% to 9.99%
 0 – Less than 1%
- SCIP 0 X 2 = 0
 LTIP 0 X 5 = 0

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)
 10 - Project design is for future demand.
 8 - Project design is for partial future demand.
 6 - Project design is for current demand.
 4 - Project design is for minimal increase in capacity.
 2 - Project design is for no increase in capacity.
- SCIP 0 X 0 = 0
 LTIP 20 X 10 = 200
 Nothing cited

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP 50 X 5 = 250
 LTIP 50 X 5 = 250

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{0} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{2} \times \underline{1} = \underline{2}$$

4 -

2 - Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{10} \times \underline{2} = \underline{20}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{10} \times \underline{0} = \underline{0}$$

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP} \quad \underline{2} \times \underline{2} = \underline{4}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP} \quad \underline{2} \times \underline{5} = \underline{10}$$

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above *CITES "NONE"*

$$\text{SCIP} \quad \underline{0} \times \underline{5} = \underline{0}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{0} \times \underline{5} = \underline{0}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Administrator
Michael T. Hinnenkamp



SPRINGFIELD TOWNSHIP
HAMILTON COUNTY, OHIO
Founded 1795

9150 WINTON ROAD • CINCINNATI, OHIO 45231
- Phone 522-1410 • Fax 729-0818

Police Chief
David J. Heimpold

Recreation
Melanie McNulty

Service
John B. Musselman

Zoning Inspector
Thomas R. Graham

Fire Chief
Robert Leininger

January 13, 2000

Mr. Joseph Cottrill, District 2 Liaison
Hamilton County Engineers
10480 Burlington Road
Cincinnati, Ohio 45231

RE: Covered Bridge Road Project

Dear Mr. Cottrill:

This is to inform you that the Board of Trustees of Springfield Township intends to repay the zero interest loan designated for the Covered Bridge Road Improvement Project using monies generated in the Township Road District Fund.

If you have any questions, you may call me at 522-1410.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Bryan", with a long horizontal flourish extending to the right.

Tom Bryan, Chief Financial Officer
Board of Trustees of Springfield Township

TB:psd

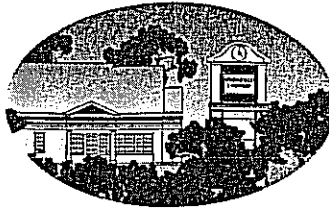
Trustee
Tom Bryan

Trustee
Joseph Honerlaw

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Robert Leininger

January 13, 2000

Mr. Joseph Cottrill, District 2 Liaison
Hamilton County Engineers
10480 Burlington Road
Cincinnati, Ohio 45231

Dear Mr. Cottrill:

This is to inform you that, at their organizational meeting for the year 2000, the Board of Trustees of Springfield Township appointed Tom Bryan to serve as the Board's Chief Financial Officer and Chief Executive Officer for the purpose of signing all grant and/or financial documents in the present year. Please adjust your records to reflect the change in designated officer from Gwen McFarlin to Tom Bryan.

If you have any questions, you may call me at 522-1410.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Hinnenkamp", is written over a printed name and title.
Michael T. Hinnenkamp
Township Administrator

MTH:psd

RECORD OF PROCEEDINGS

0247

Minutes of

ORGANIZATIONAL 2000

Meeting

DAYTON LEGAL BLANK CO., FORM NO. 1014B

Held

December 30,

19 99

Mr. Honerlaw moved for adoption of

RESOLUTION NUMBER 2-2000 ADOPTING SALARY METHOD OF COMPENSATION FOR TRUSTEES AND CLERK

WHEREAS, the Board of Trustees of Springfield Township finds it advisable to continue the method of payment of Trustees' and Clerk's compensation as the Annual Salary method with the rate for Trustees Tom Bryan, Joseph Honerlaw and Gwen McFarlin set at \$11,033 per year during fiscal year 2000 and that of Clerk John Waksmundski at \$18,672 per year, beginning with commencement of his new term of office on April 1, 2000. NOW THEREFORE BE IT

RESOLVED, that the Annual Salary method be adopted and payment be made in equal monthly installments with any necessary adjustments for the year being made in the December payment.

Ms. McFarlin seconded and roll call on the resolution showed

Mr. Bryan, aye

Mr. Honerlaw, aye

Ms. McFarlin, aye

Ms. McFarlin moved for adoption of

RESOLUTION NUMBER 3-2000 AUTHORIZING PAYMENT OF OFFICIALS' INSURANCE PREMIUMS

WHEREAS, Ohio Revised Code Section 505.60 (A) permits the Township to provide medical insurance to employees, officers and their dependents; and